

Date: 20th July, 2017

City Planning and Economic Development,
Brisbane City Council,
GPO Box 1434, Brisbane QLD 4001
Email: CPAdmin@brisbane.qld.gov.au

Re: BCC Draft Local Government Infrastructure Plan

Dear Sir/Madam

This submission on the Draft Local Government Infrastructure Plan (DLGIP) focuses on Community Purpose and Transport Networks within the West End, Highgate Hill and South Brisbane (Kurilpa) peninsula.

Background

The DLGIP document has been released at a time when local and national media report the concerns of academics, members of the development industry and residents about the oversupply of unit development and the failure of Governments to plan for and provide commensurable infrastructure. Amendments to the DLGIP should address these concerns.

The failure to provide infrastructure is evident in our community. The South Brisbane Neighbourhood Plan predicts a population increase to 41,200 residents for South Brisbane, West End and Highgate Hill by 2031 – a doubling of the population ¹.

But, since 2011, the only one small park, unsuitable for children's recreational play, will be provided despite millions of dollars collected through park infrastructure charges in the local area. The installation of one set of traffic lights is the limit of expenditure on local transport infrastructure.

Kurilpa Futures believes that the failure to provide the necessary infrastructure while approving excessive development is inconsistent with the SEQ regional plan which states that 'Development proposed without existing or planned infrastructure will have to demonstrate how infrastructure can be provided and funded prior to the development being approved ². This situation must be turned around urgently as the quality of life in one of Brisbane's oldest suburbs is rapidly deteriorating. Innovative approaches such as the recent announcement by the Mayor of Melbourne to retrofit green space into Melbourne's CBD must be embraced ³.

Kurilpa Futures supports all the issues raised in the West End Community Association's submission on the DLGIP.

Kurilpa Futures seeks adoption of the following recommendations:

¹ (<http://www.qgso.qld.gov.au/subjects/demography/population-projections/tables/proj-pop-medium-series-sa2-sa3->

² Queensland Department of Infrastructure and Planning (2009) SEQ Regional Plan 2009-2013 p126

³ <http://architectureau.com/articles/more-green-space-for-melbournes-most-park-deprived-suburb>

Park Networks

1. Brisbane City Council and the Queensland State Government should place a moratorium on the sale or redevelopment of public land. The moratorium should remain until the Infrastructure Plan is amended to deliver public parkland consistent with the statutory standards for parkland as specified in Table 4.5.6.1.1. Land provision Standard for the Public Parks Network that being 1.12 ha per 1000 residents for informal use.
2. Prior to the adoption of the DLGIP, Brisbane City Council should make public the total sum of funds received as of July 2017 for each trunk infrastructure category for each existing Neighbourhood Plan as well as the expenditure of those funds for each Neighbourhood Plan as of July 2017. The release of this information should be part of systematic approach to increased public transparency in the implementation of infrastructure plans.
3. A proposal of the DLGIP is to include Long Term Infrastructure (beyond 2026). This is supported in principle but **not** if the objective is simply to defer projects. This proposal must include a stated commitment within the current Infrastructure Plan for the delivery of infrastructure within the existing time frames to 2031.
4. The ratio of parkland per population for informal use as stated in Part 4 of City Plan 2014 is the one generally cited by residents when arguing for more parkland in the Kurilpa peninsula. It is 1.12 hectares per 1000 residents. This is inadequate especially when the need for active sport grounds is considered. Childhood and adolescent obesity is at epidemic level and access to sports and parkland is one solution to this national problem. Kurilpa Futures believes the DLGIP must be amended deliver the desired standards of service for informal use and sport activities – 2 hectares for every 1000 residents. This would deliver medium sized parks for formal and informal sport activities. The new Thomas Street park, while welcome, is not appropriate for children’s activities either formal or informal. There is only one poor quality sport field that provides public access in the Kurilpa peninsula.
5. Adopting recommendation 4, the projected population figures and desired standards of service indicate that more than 30 hectares of new parkland are required to meet this statutory requirement for the projected new population of the Kurilpa peninsula. The current LGIP proposes 2 hectares. The area within the rejected Draft Kurilpa Master Plan must be the location of a new major public park land in the West End Peninsula. The Infrastructure Plan should be amended as the current proposal of 1.3 hectare of new parkland for this locale is inadequate.
6. Council as a matter of priority should:
 - a. Implement the award winning West End Green Space Strategy 2015. The WECA submission details the community’s priority for implementation. Kurilpa Futures particularly support the following as priority:
 - i. Sussex Street Parklets: planning, design and construction at \$400,000 each
 - ii. Revegetation of the gullies: planning, design and construction at \$500,000 over 2 years
 - iii. Vulture Street streetscape works: planning, design and construction - \$ 1 million
 - iv. Parklet at Victoria St and Montague Road: planning, design and construction \$250,000

- b. Restore 281 Montague Road, West End to the SBRNP parkland infrastructure plan and commence acquisition of that land to extend Davies Park. The extension to Davies Park was one of three moderate size new parks in the 2011 South Brisbane Riverside Neighbourhood Plan. It was removed from the City Plan 2014 due to one submission while submissions from hundreds of residents seeking a public park in the redevelopment of the Distance Education site were ignored.
- c. Transfer funds, nominally \$6.7m, for the new park WES-A1-001 to the implementation of the West End Green Space Strategy. Kurilpa Futures identifies a shortfall of 15 – 30 hectares of open space in the Kurilpa peninsula by 2031. The Green Space Strategy is based on using under-utilised crown land and road reserve to provide small open spaces. As stated above the DLGIP should be amended to incorporate the projects identified in the West End Green Space Strategy. This strategy was implemented very successfully in 1992 when Council built the award winning goanna/ stage area on the corner of Russell street and Boundary street.
- d. Enter into negotiations with Queensland Government for the transference of vacant State-owned land at 250 Boundary Street, Highgate Hill to Council as parkland.

Transport Network

Kurilpa Futures believes the DLGIP should identify a new City Cat Terminal to be funded, in part, by development contributions.

The Kurilpa peninsula has two main access points. The Grey Street and GoBetween Bridges to the north and Gladstone Road and Vulture Street to the south. These two access points determine travel times to the peninsula. The speeds within the peninsula are generally low speeds. It is recommended that a 40kph speed limit be introduced for the Kurilpa End peninsula. Cordelia and Merivale Streets would be exceptions as they are major road corridors. These changes would improve safety for pedestrians and cyclists and reduce vehicle crashes.

Kurilpa Futures lodged a submission on the West End Local Area Traffic Management survey on 4th March 2017. It is attached for your convenience. The suggestions for management of traffic on local streets are supported and should be incorporated into the DLGIP.

A traffic management plan for the Kurilpa peninsula should be undertaken as a matter of urgency. The reliance on Montague Road as the main corridor within the peninsula is unlikely to be achieved as the required road widening is problematic. A new strategic approach to traffic management within the peninsula is necessary. Until this is undertaken, Kurilpa Futures does not support **any** bridge proposal to St Lucia or Toowong. The motivation of all new bridge proposals is to move traffic t from outside the Kurilpa peninsula through the peninsula to existing transport networks. The objective is not to improve traffic movement within the Kurilpa peninsula. In fact, all proposals will have an adverse effect as the road network due to existing limited capacity to manage traffic movements with origin and destination within the Kurilpa peninsula.

The proposal to remove vehicles from Victoria Bridge as part of an upgrade to public transport is supported. But Victoria Bridge provides a vital link for cyclists to gain access to the CBD. The

retention of bicycle lanes on this bridge is strongly supported. The proposed new bridge from the Casino to SouthBank will not accommodate cyclists so strengthening the argument for the retention of bikeways on Victoria Bridge.

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